1890-1891

Review of Richmond's Past and a Peep Into Her Future.

A YEAR'S GROWTH

Flatteringly Increased.

PROGRESS AND PROSPERIT

Both Apparent in Every Branch of Commercial Life.

Jobbers' Sales Very Large and Manufacturers in Good Condition

WORKMEN WELL EMPLOYED.

Unusual Number of Houses Erected and Others Planned.

BOOMS THROUGHOUT VIRGINIA.

Up New Cities and Towns.

SUMMARY OF CITY STATISTICS

Manieinal and School Matters, Court Rerords, Births and Marriages.

tary to Our Markets.

THE RIVER IMPROVEMENT

Our Highway to the Sea Deepened

and Bettered.

SCHOOL AND CHURCH WORK.

Early Showing the Spread of Education,

Benevolence, and Religion.

EVENTS OF THE YEAR.

Necrological and Other Tables-A

Happy New-Year to all.

been away from Richmond for a year, assign that you have asked the Dispatch

aufacturers, builders, and all other motors of the industrial classes.

Virginia, from her sea-washed borders on e west; from her beautiful Potomac autry on the north to her dividing line with North Carolina and Tennessee on the south, has felt the thrill of a new-found

Virginia has had a "boom." New towns have sprung up in fields and

Where we used to have few cities we now

and coal lands; of the planting of new infustries, and of the determination to make irginia a manufacturing State to supply her own needs and to sell to others, and to

The furnace by a town. The town by a

ands and farmers' produce.

The people of the State were in the midst of great real estate activity when the cold weather and the cramped money market came on together and adjourned further proceedings. With the spring business will and and bloscom again.

Richmond never goes wild about anything. It is calmusss itself. It has been begirt by besieging armies; burned by fate a scaring, but not serious earthquake, and stirred by gigantic political campaigns, and now it takes something prodigious to rulle its screne countenance or agitate its

The boom that excited so many other communities merely glanced over its surface. Prices of lots went up, but not extravagantly. At the notch they reached they now stick. Vain is any effort to pull them down. When they move sgain they

will go upward.

The growth of the suburbs strikes everybody. Richmond used to have none. All of the city was within the corporation lines. One of the first moves in this direction was made in 1870, when Camp Grant, where thousands of United States troops had been quartered in buildings creeted for the purpose, was abandoned by the Government, and by concert of action of the owner of the land and of the Federal authorities the houses and lots were auctioned off. Thus Harvietown came into existence. That was twenty years ago. More than a suburb-building. Now all at once su-

means seeking villa sites; mechanics desiring cheap lots; people who delight in cominess and ample acreage have gone beyond the corporation line and bough? beyond the corporation line and bought and built. Thus they have encircled Richmond and Manchester with built-up

The census of 1890, taken with a shameful lack of system and accuracy, found 80,838 people in Richmond and 9,229 in would have been over 100,000.

would have been over 100,000.

While we see in the suburbs extraordialso constantly improving. We have been sadly lacking ir fine public buildings. This is being remedied. Our new City Hall will cost a million or more, and will be worth the money. It is of James-river granite and architecturally and mechanical ly meets our fondest expectations. In 1892 it will be occupied. The Masonic Ten building-fur Temple, which will be finished this year, ration and furnish the means to many will be the glory of the order in Virginia poor men to provide themselves with and one of the great objects of Richmond's The Commonwealth-Club house vill be ready for occupancy before next

New-Year's day and will be a commodious and stately structure on a beautiful site. Within a few years past many handome new churches have been erected. That of the Grace-Street Baptist congregation, now in course of construction, will be the largest and and one of the prettiest in the city. In July the Chamber of Commerce will begin a seven-story building t the corner of Ninth and Main streets. If the Richmond and Danville and Chesapeake and Ohio Railroad Companies yield reasonable public expectation, they will soon erect new passenger depots here. The Byrd-Street station of the Atlantic-Coast Line-one of the nicest depôts to be found anywhere-is being enlarged as o its ireight accommodations. On Broad treet, especially, new and handsome business-houses have sprung up. One now nearing completion is probably the finest

SOLID GROWTH. The remark is both general and true that ichmond is a solid-looking city. The streets are well laid.

uses are substantially built. Dwellings are neat and comfortable, and eir surroundings are pretty, though amof old. Houses are being packed closer together, and "stubs" of lots on cross treets formerly unused are now put into rvice as sites for small houses, for which ere is an unending demand.

With increased population; with higherriced lots, dwellings are not allowed to ver as much ground as heretofore. This is the rule; this, indeed, is the example nany greater cities have set us. Some splendid residences have bee

uilt here in the past twelve months. W ave homes that are architectural mode or the land, and our fashionable stree re now extended far beyond the city g westward to the Boulevard. All the costly buildings represent money made it tiehmond. It is the visible evidence of ousiness prosperity. It is the best people proof that Richmond is a city wher large fortunes can be made. A gre leal of money has been accumulated here; lenty more awaits enterprise and talent. e have a goodly list of rich men, including several millionaires, and Rich-mond money has been freely spent in the ast two years in all the "booming" Vir-

This year we mean to boom ourselves a little. The people have resolved to have a large special appropriation made for the improvement and extension of streets and parks. Men stand ready to build great hem all the facilities they ask.

We own our gas- and water-works, and in good time will purchase an electric plant. Our system of sewerage, aided by the hillside drainage, keeps the city clean and healthy, and the climatic conditions that obtain with us are favorable to health and comfort, industry and activity.

THE FUTURE. Richmond is already a great city, but is lestined to be greater.

The more prosperous the State become the better it will be for us.

The money we put out in growing towns and mines, ore-banks and furnaces will come back to us in trade.

A rich State means a rich capital city. In the prospect of an early settlement of he debt question there is another glorious inspiration for the new year, and if the Leislature is called together to act on this question it may also determine that the corporate limits of Richmond shall be ex-

THANSPORTATION. High hills and a healthful seat between the mountains and the sea give us a favora-

ble location o drink, power for our mills, and factories, frainage for our streets and sewers, and ntic, distant 127 miles.

Railroads centering here from seven directions afford communication with all ections of our State and the Union.

A more direct connection with the Norfolk and Western system is one of the city's ambitions. A road from Richmond to the Northern Neck of Virginia, long talked of, will, it is hoped, be built before many years. A new line from Richmond Ridgway, N. C., and points south is more than a possibility; it 's a good pro-bability. A belt line will in a few months connect the Richmond and Petersburg and Richmond, Fredericksburg and Potomae railroads over a fine iron bridge Three-Mile locks, and the Chesapeake and Ohio contemplates a similar work to unite

its main stem here with its Richmond and Alleghany and its peninsula divisions. We have excellent connections north wardly by the Fredericksburg road. The Atlantic-Coast Line and the Terminal (Richmond and Danville) system open up he South and Southwest to us. The Chesapenke and Ohio stretches out from here across Virginia and West Virginia and gives us access to the States of the West, Northwest, and Southwest, Besides, the Norfolk and Western (which has access to Richmond over the tracks of the

Richmond and Petersburg road) is becoming more and more a factor in our freight and passenger arrangements. Then there are our steamer lines to City Point, Newport News, Old Point, Norfolk,

Philadelphia, and New York. Already we have more than enough of depth of water in the river for vessels drawing 18% feet and the governmental plans now being executed will increase it to 22 feet at low tide and 25 feet at high

So here we are a railroad centre and a port on an arm of the sea, and West Point, Va., is our near neighbor and belongs to our customs district, and is a contributor to our trade. We have the facilities for a great mart, and the enterprise of our busi-

ness-men is rapidly realizing our best hopes. The records of all our transportation companies show that the year's business has been prosperous. We are extending our manufactures and jobbing trade, building up the city, entering into rivalry with more pretentious communities, and accu-

mulating population and wealth. The proof of Richmond's growth is seen

in many directions. The reassessment of lands here in 1890 gives a grand total of \$40.058,969 as com-

almost outgrown its territory. Men of \$2,473,168. In Henrico (suburban property chiefly) from \$4,745,450 to \$8,294,998.

The total debt of the city is \$6,049,725.60. which is represented by salable assets of

great value—such as the water-works and the gas-works, and also by our new City Hall, other public buildings, parks, &c., In Richmond, notwithstanding the great

number of patrons of the electric-light consumption of gas of 11,292,000 cubic feet Manchester. Could the suburbs have been in 1893 over 1889. The increase of waterenumerated and added the grand total rentals, comparing these two years, was \$10,803. The gain in city taxes for the same period was \$37,257.20; on State taxes,

Ten building-fund companies are in operation and furnish the means to many

The best part of Richmond's industrial life comes from her manufactories. We

have other valuable contributors to our prosperity, but this is the greatest. Workshops like those of the Tredegar, Old Dominion Iron- and Nail-Works, Locomotive-Works, Talbott's, Cedar-Works, Axle-Works, railroad shops, paper-box factories; mills like the Gallego, Haxall's, and Dunlop's and dozens of other establishments almost as large, and hundreds smaller—these and the tobacco-factories employ thousands of our people.

The vast number of girls employed in our cigarette, box-, bag-, shirt-, and other factories is astonishing to many of those who remember the time when to find a white woman at manual labor here was something almost unknown. Our manufacturers have had a signally

successful year. There was a gratifying increase in the number of hands employed and in the amount of sales. These results are attributable to the enlargement of existing plants and to the gain of new ones During the present year we ought to make still greater strides. We have here in James river abundant water power; we are near the iron-ore regions; fine timber lands are accessible to us; coal pours in sight of our Capitol are other rich mines that are now being developed; we have transportation by rail and river; we have much capital seeking investment and a

large population of mechanics and laborers, and should spring forward this year and increase our manufactures 25 per cent. The manufacturing exhibit is as follows Number of establishments 1893... Number of establishments 1889...

Incr	CASO	******		59
Number	of hands o	mployed	1 1890 1 1889	21,619
Incr	oase			1,165
Capital	in business in business	1890		\$16,506,520
Incr	case			\$ 3,076,775
Amount	of sales 180 of sales 180	0		\$34,590,947 31,088,960
Incr	case			\$ 3,491,987
This	is by long	odds	the best	manufac-

turing exhibit Richmond and Manchester have ever made. We present a special review of our tobacco trade. It gives an insight into a branch of business that is of the utmost

mportance to Richmond and Virginia. A great quantity of western leaf is hand led here, but Richmond maintains her

supremacy as the market for the worldfamous fine old tobacceos of Virginia and North Carolina. Our brands of plug-tobacco, cigarettes

the topmost round of popularity. JOBBING TRADE. Each annual exhibit of our jobbing trade sounds the praises of our travelling salesmen. To them in large degree is due the steady increase of our sales and the extension of the territory tributary to our market. They are an active, combative, and earnest set of young men who do more "talking up " of Richmond in one week than the average citizen does in a year. Their lot is not a particularly easy one They earn what they make. It requires absence from home; much travelling, day and night, on railroads and by private conveyances, and sharp, shrewd, quick work n competition with the smartest salesmen the merchants of the northern cities can

employ. Yet, see what they have done. The sales of the jobbers for the past three vears were as follows. 29,140,000 In the past twelve months, compared with the like period of 1889, the sales of groceries and liquors increased from \$10,-750,000 to \$11,825,000; provisions from \$3,750,000 to \$3,937,500; dry goods and notions from \$3,000,000 to \$3,500,000; fancy groceries and tobacco from \$2,225,000 to \$2,447,500; boots and shoes from \$1,800,000

to \$1.875,000, and other lines in proportion.

Thus we have the grand total of sales amounting to \$32,042,000, while the capital invested in business is \$7,535,000. With the growth of Virginia cities and towns and general southern prosperity we may confidently rely upon an increase of our jobbing trade. This year's prospects are good. We hope to hear of many new houses established here-some in new lines of business-and the enlistment of

numerous other bright, jovial, spirited young fellows in our corps of drummers. TELLING FACTS.

One of the striking features of this issue is the article on railroads. It demonstrates that there is good foundation for Virginia's boom. The year has marked the completion of three roads—not, however, particularly tributary to Richmond. The expenditures for construction were about \$10,000,000, and the claim is made that property values will be thereby increased \$100,000,000.

The Richmond bank clearings show an increase of \$2.733,152.49, comparing 1890 and 1889, or a total of \$111,207,343.37, while the city post-office exhibits a gratifying increase of business, including a greater amount than ever before paid for newspaper postage. TELLING PACTS.

amount than ever belove paid for news-paper postage.

There were only, thirty-eight failures in Richmond during the year, and while the liabilities were put at \$311.916, the assets were reckoned at \$336.065—a very fa-vorable showing for any city of our size, and a better one even than we made in 1889.

1889.
The activity in building enterprises is pictured by the fact that there were 939 new buildings erected last year—the greatest number in our history. Many of these were handsome and costly stores and pri-

rate residences.
Losses by fire were light.
Always a well-ordered city, our criminal
annals for 1899 are remarkable for absence of shocking crunes.

of shocking crames.

STREET RAILWAYS AND SUNDRIES.

The street railways of Richmond and Manchester have been wonderfully extended and improved in the past three years, and we have the following lines: Main street, Broad street, Union Passenger (Church Hill), Marshall street, Manchester Railway and Improvement Company (in course of construction), Richmond and Manchester, Southside Land and Improvement Company, River-View Improvement Company, and Seven Pines road. Total mileage of routes, 32½ miles, much of which is double-tracked.

The rise of the tide at our wharves is 3½ feet.

The rise of the tast of the feet.

Price of city gas to consumers is \$1.50 per thousand cubic feet.

The most elevated point in the city is 209 feet above tide.

State taxation is 40 cents on the \$100 value; city taxation, \$1.40 on the \$100.

There are he to 17 homes for the aged, sick, and poon, and all are doing noble work.

for the greatness of its church member-ship. It may be doubted if we have any superiors in this respect, population con-sidered, and the figures for this year show that we continue to hold our place of

eminence.

We have seventy-five churches here, an increase for the year of five. Their membership is 39,721 against 39,008 in 1889—a gain of 713. Their contributions for 1890 aggregate \$263,947.28, or \$19,05153 more than in 1889—while their officers and teachers are 2.154, or 160 more than during the year previous. year previous.
Our army of Sunday-school scholars
numbers 19,023 against 18,259 in 1889—an

increase of 764.

A great many homes for aged people, asylums for orphans, and other charties are supported in great part by the churches, and their religious benevolent work extends over a wide field, with most beneficent re-

The unity with which the brethren of different denominations dwell together remains now, as ever, a sweet feature of life in Richmond. MONEY, SCHOLARS, TELEPHONES, CO.

An exhibit of the condition of our banks shows that they have resources mounting to \$13,567,170.12, as of December 12, 1890, against \$13,001,387.41 for the corresponding day in 1889. The increase amounts to nearly \$600,000—a very considerable sum, indeed.

The enrolment of pupils in the public schools foots up 11,749. To this we should add at least 3,500 for the private schools, academies, seminaries, and colleges—giving a grand total of 15,249.

There are 875 telephones in the Richmond system—a gain of 75 over last year.

Coroner Taylor made 233 examinations, Of those dead 56 were white persons and 167 colored. The incidental expenses of his office amounted to \$3. This shows the economy of having as Coroner one who is a doctor of physic and an analytical chemist as well.

A GREETING. Thus we have given an outline of Richmond's progress in 1890. Fuller figures appear in special articles. Each great department of our industrial and social life is separately dealt with, and we have reviewed the events of the year so as to recall to memory interesting happenings that have passed out of the minds of most people, so great is the rush upon our time and thoughts.

The necrology will confront us with the fact that we have lost many pure and good men who occupied high stations in the community. Our church table is an ever-

community. Our church table is an evercontinuing revelation of the great religious foothold in Richmond. We make
a gratifying showing of eleemosynary institutions. Indeed, this issue deals with
Government, manufactures, commerce,
transportation, building operations, vital
statistics, and scorea of other matters of
general interest to the community.

For the prosperity of the twelve months
just passed; for the promises of the new
year; for the gift of a beautiful home here
on the banks of the James, and for the
great possibilities that lie within our reach
we, as a city, should be devoutly thankful.
All these things ought to stimulate us to
greater activity and make us resolve to do
more this year than ever before towards
making Richmond the city she should be.
The community can have no more sin-A happy New-Year to you all and may you live long and prosper.

RICHMOND POST-OFFICE. Large Increase of Business for the Year-

Interesting Details. Our city post-office shows a large increase of business for 1890, another of many evi-dences furnished in our columns this morn-ing of the growth of the city.

FINANCIAL. The receipts of postal funds from all sources for 1890 were: Newspapers and periodical stamps... MONEY-ORDER DIVISION. The business transacted in the

order department for the year 1890 is shown in the following statement:

Domestic money-orders issued 11,214
Amount of same \$142,144.63 Registered letters and parcels received or delivery in this city in 1890:

Delivered by carriers..... Letters and parcels registered in Rich-nond for transmission in the mails: ficial letters registered LETTER-CARRIERS' DIVISION.

Letters collected.....

business of the office as compared with 1889 is as follows: MONEY-ORDER DEPARTMENT.—The issuing MONEY-ORDER DEPARTMENT.

department of this office shows an increase of from 7½ to 11½ per cent, over last year and a gratifying increase in the paying department and receipts from other money-

rder offices. Registered letters and parcels, 10 per Cert, increase.

Domestic and foreign letters, parcels, Domestic and foreign letters, parcels, &c., transmitted, 10 4-5 per cent.

Letters, postals, and papers delivered by carriers, 20% per cent. increase.

Otis H. Russell, postmaster; John L. Grubbs, assistant postmaster; James M. Donnan, general-business cerk; William T. Wright, miscellaneous clerk; Spencer W. Snyder, superintendent money-order department; Richard A. Mooklar, chief clerk money-order department; J. Howard Childrey, clerk money-order department; way T. Knight, superintendent registered division; George E. Sangster, Mrs. C. C. Mera, and Miss Martha T. Mayo, clerks registered division; Mies M. Williams, stamp clerk; Richard F. Walker, superintendent city delivery; William Welles Roya seasotat, superintendent

hams, stamp clerk; Richard F. Walker, superintendent city delivery; William Wallace Rowe, assistant superintendent city delivery; J. B. Nowell, general-de-livery clerk; Edward Thompson, night clerk; George Duncan, box clerk; Cabell Thompson, and James Kane, distributing clerks; Henry Austin, janitor. MAILING DIVISION. John G. Fitzgerald, superintendent; R. C. Bolling, W. C. Brown, A. J. Brown, E. R. Carter, B. B. Forrest, Charles Goodloe, R. E. Harris, W. H. James, R. A. Paul, C. B. Roane, J. R. Russell, J. W. Sima, W. E. Talley, L. H. Weisiger, mailing clerks; T. M. Fendley dispatcher of mails

January 1, to December 23, 1890. The following statistics were received by John W. Fisher, collector

customs for this port:
EXPORTS.
Cotton, 173,908 bales, value
Total
Decrease from 1889 1,308,639
IMPORTS,
Dutiable goods, value \$20,257 Free goods, value 47,738
Total968,015
Increase over 1889
American vessels entered and cleared coastwise. See

A FINE SHOWING.

WONDERFUL DEVELOPMENT OF VIR-GINIA BY HER RAILROADS.

00 Miles of New Railroads-An Outlay of \$10,000,000-The Substantial Systems Centering in Richmond.

The year 1890 marks the completion of everal important railroads in Virginia, none of them, however, particularly tributary to Richmond. These are the Atlantic and Danville railroad, from Danville to Portsmouth; the Norfolk and Carolina, from Tarboro', N. C., to Norfolk harbor, 101 miles, and the Lynchburg and Durham, 114 miles, the name of which indicates its

two termini. In Southwest Virginia the Norfolk and Western extension has been actively pushed forward 115 miles to a junction with the Louisville and Nashville in Wise county. The Cripple-Creek branch of the same road is well under way to the North Carolina border, where another outlet will be given over the Cape Fear and Yadkin-Valley road to Wilmington, for the coals and minerals in which Southwest Virginia

abounds.

The completion of these several lines adds over 500 miles of new railroads, costing at \$15,000 per mile, about \$10,000,000, Statisticians hold that every mile of railroad in a new country adds ten times its cost to the value of real estate and other property in the region traversed. Should this be true in Virginia, we would therefore find that over \$100,000,000 has been added to the value of our possessions through this construction.

Richmond is already practically the meeting point of four great railroad systems, the Atlantic-Coast Line, the Richmond and West Point Terminal, the Chesapeake and Ohio, and the Norfolk and Western, which latter system finds an entrance into Richmond from Petersburg over the Richmond and Petersburg road under a close working contract.

Ex the construction of the Virginia and

contract.

By the construction of the Virginia and Carolina railway from Ridgeway, N. C., via Petersburg to Richmond, now in contemplation, Richmond will be placed in direct communication with another great system, the Seaboard Air-Line, now being rapidly will the state of the contemplation.

the Seaboard Air-Line, now being rapidly built to Atlanta.

The past year has been a very prosperous one for railroads in Virginia and also throughout the South generally, but no-where has the healthy growth of business been more decided than on the roads composing the Atlantic-Coast Line system, as

will be seen from the following reports: Richmond, Fredericksburg and Potomac Richmond, Fredericksburg and Potomac.

This road is the northern outlet of the Atlantic-Coast Line system, by which system it is largely owned, although not absolutely controlled as yet. The Belt Line around Richmond, connecting the Richmond, Fredericksburg and Potomac and the Richmond and Petersburg radroads, has been completed, and through trains will begin to pass over it very shortly. The construction of this branch, it is thought, will save at least two hours in the transportation of through freight.

The Richmond, Fredericksburg and Potomac Comrany issued and sold during the year \$500,000 of new 4½ per cent, bonds, the proceeds being used for the construction of the Belt Line, the redemption of maturing bonds, and other purposes. They were marketed by the company at 96 net.

net.
The entire property of the Richmond,
Fredericksburg and Potomac Company is
exempt by charter from all taxation. This
immunity also applies equally to its capital
stock and dividend obligations, which are
on this account favorite securities with investors.

The growth of the business since 1880 is shown by the following figures:

1880. 1889. 1890. 1890. Gross earnings \$32*,514 \$649,975 \$708,793 Net earnings 153,972 \$23,595 \$29,559 Tons freight moved one mile 3,472,728 \$24,615,249 \$29,137,556 Dividends at the rate of 7 per cent, per annum are paid semi-annually upon the stock and the dividend obligations of the company amounting to over \$2,000,000
The State of Virginia owns \$275,200 of the Richmond, Fredericksburg, and Potomac Company, upon which it has received in dividends in the last fifty-four years \$791,973, including a script-dividend of \$218,600.

Richmond and Petersburg Railroad.

The following figures speak for them-selves:

Petersburg Railroad.

This road extends from Petersburg, Va., to Weldon, N. C., sixty-one miles, and is an important central link in the system to which it belongs. The track is laid entirely withsteel rails of which one half are seventy pounds to the yard. In his last annual report the General Manager declares that "the business of the road for the year has been most satisfactory in every department, maintaining a steady increase."

The development of freight business in the last two years has been remarkable, the increase in "tonnage amounting to over 35 per cent., mainly in through business, the local contributing only 17 per cent.

ent. The following comparative table is of

Gross earn-lings 2002,986 416,102 438,257 503,359 Net ear n 554,766 188,122 121,758 170,261 Tons freight moved one 188,122,1116 18,421,056 28,343,018 Steps are being taken looking to the ex-tension of the Wilmington, Columbia and Augusta road from Columbia, the present

Augusta road from Columbia, the present southeastern terminus of the Atlantic-Coast Line System, to Augusta, Ga.; also, the completion of the short cut from Wilson on the Wilmington and Weldon to Florence on the Wilmington, Charleston and Augusta railroad, which will materially lessen the distance between New York and Florida.

These extensions must of course have a very beneficial effect upon the business of the roads dependent and tributary on both sides, including the Richmond, Fredericksburg and Potomac, the Richmond and Petersburg, and the Petersburg railroad.

railroad. Chesapeake and Ohio Bailway Company. The total length of this system is now 931 miles, as follows:

Total main line.....

Arrangements have also been made looking to the absorption by the Chesapeake and Ohio of the Kanawha and Michigan Railway Company in West Virginia, which would add 136 miles to the above mileage.

Very heavy expenditures were made during the year in improving and bettering the physical condition of the property, which is being fast brought up to a high degree of efficiency.

During the year the company purchased at a cost of \$30,000 1,200 acres of land at Clifton Forge for the purpose of increasing its facilities there. After laying out yardroom sufficient for 5,000 cars and reserving plenty of room for shops, a station, and a hotel the balance of the land was sold to a land syndicate for \$250,000 in money, the Chesapeake and Ohio agreeing to spend the proceeds in erecting shops, purchasing machinery, and building a hotel and station. This transaction enables the com-

year control of the Warm, Hot, and Peasing Springs properties in the Warm Springs Valley of Virginia, with a view to placing them in the hands of parties who would develop them properly and thus provide for the company a large and lucrative passenger business.

The following table shows the enormous development of business during the past year which the President in his last annual report says is only limited by the facilities which the company can offer for handling it:

The Richmond Terminal may now be considered, in point of mileage, the second largest system in the United States, with a total of 8,653 miles of railroad controlled, and water lines equivalent to 500 miles more, the Atchison, Topeka and Santa Fe leading with 8,964 miles of road, whilst the Union Pacific comes third with 8,028 miles. 2,028 miles.
This system is divided into several sub-

Income of the company for the year ending December 1, 1830, derived from dividends on bonds and interest on stock owned, \$1,423,430; disbursements, being interest on bonds and dividends on preferred stock and general expenses, \$1,213,-100; leaving net revenue for the year, \$210,330.

\$210,330.

The capital stock of the company consists of \$70,000,000 common and \$5,000,000 preferred stock. Its bonded debt amounts to \$16,565,000. Its bonds are secured by the hypothecation of various securities owned by the company, through which it controls the several properties which company the securities of the second properties which company the second properties which company the sectors of the second properties.

Atlanta and Charlotte Air-Line railway ...

The earnings of this division for the last two years have been as folllows:

1899. tross earnings 15,200,888
Net carnings 2,201,876
Fixed charges, &c. 1,376,278
The earnings of the whole Richmond ville system, including the above, for years 1889 and 1890 were as follows:

In his last annual report the President of the system wrote as follows: "In all of the States traversed by the system the industrial advances and growth during the past year lave been continuous. Agricultural interests are prosperous and assured by hountiful crops and harvests of sured by bountiful crops and harvests of continued prosperity for another year. Manufactures of every kind are rapidly multiplying and every character of indus-trial enterprises show rapid advancement. continuous steady growth of the less of this system and its consequent nee in importance and value is as-

BUILDING-FUND COMPANIES. of These Financial

Institutions. Richmond Perpetual Building, Loan an

Trust Company, organized in July, 1875.
Payments the second and fourth Tuesday in each month. Authorized capital, \$1,000,000. E. D. Starke, president; David Mitteldorfer, vice-president; William Lowerter, eachier.

Guarantee, Building, Loan and Trust Company, organized 16th of February, 1889. Authorized capital, \$500,000, Payments first Tuesday of each month. Sol. Cutchins, president; William D. Rice, secretary; W. H. Sands, attorney.

Citizens Building Association, No. 7, organized November, 5, 1889. Shares \$100 each and cooperative. Payments every Tuesday night. A. C. Becker, president; C. C. Thon, treasurer; Charles A. Schmidt, secretary.

West-End Building-Fund Association, No. 2, organized December 2, 1860. Meets No. 2, organized December 2, 1880. Meets every fost and third Monday in the month, Charles Miller president; F. E. Tholl, sec-

The following figures speak for themselves:

1879, 1889, 1890.
Grossearnings...\$ 154,622 \$ 291,192 \$ 283,394 Tone of freight moved one mile. 2,047,435 8,197,298 10,195,934 Passengers moved one mile. 2,047,435 8,197,298 10,195,934 Meets second and fourth Tuesday nights. Capital not less than \$60,000 nor more than \$1,000,000. Charles M. Wallace, president; A. L. Masurier, secretary.

The company sold last year \$300,000 new 4,460,574 The company sold last year \$300,000 new 446,574 The company sold last year \$300,000 new 4,460,574 The company sold last year \$300,000 new 4,200,000. Charles M. Wallace, president; A. L. Masurier, secretary.

The Home Building Company (perpetual), organized January, 1887. Capital \$300,000. In the four years of its existence this institution has had through its means 120 dwellings erected, and has arristed in purchasing fifty-five other houses, loaning thereon about \$175,000. J. H. Capers, organized February 1, 1891, \$180,000. Organized Februa

vice-president; Samuel H. Pulliam, secre tary and treasurer; John H. Dinneen, so Real Estate Loan Deposit Company. Or. anized November 23, 1888. Capital stock, 100,000. Beverley T. Crump, president; William Marshall, Jr., secretary and trea-

surer. Banks.

First National Bank: Paid-up capital, \$600,000; surplus fund and undivided profits, \$425,000. I. Davenport, Jr., president; H. C. Burnets, cashier.

Planters National Bank: Paid-up capital, \$300,000; surplus fund, \$500,000. J. B. Pace, president: Mann S. Quarles, cashier.

Merchants National Bank: Paid-up capital, \$200,000; surplus fund, \$170,000. John P. Branch, president; J. F. Gienn, cashier.

National Bank of Virginia: Paid-up capital, \$200,000; surplus fund, \$40,000. E. O. Nolting, president; J. W. Lockwood, cashier.

Nolting, president; J. W. Lockwood, cashier.

State Bank of Virginia: Pard-up capital, \$300,000; suplus fund, \$127,000. John S. Ellett, president: William M. Hill, cashier.

City Bank of Richmond: Paid-up capital, \$300,000; surplus fund, \$76,000. William H. Palmer, president; J. W. Sinton, cashier.

Union Bank: Paid-up capital, \$219,750; surplus fund, \$188,000. I. Davenport, Jr., president; James Miller, cashier.

Citizens Bank of Richmond: Paid-up capital, \$200,000; surplus fund, \$48,000. W. J. Johnson, president; S. G. Wallace, cashier.

W. Johnson, president; S. C. Wallace,
Merchants and Planters Savings Bank:
Paid-up capital, \$100,000; surplus fund;
\$11,000. John H. Montague, president;
Bernard Peyton, Jr., cashier.
The Savings Bank of Richmond: Capital
paid in, \$91,327; surplus and undivided
profit, \$7,954.62. Dr. R. A. Patterson, president; George Woodbridge, cashier.

Home Insurance Companies.

Virginia Fire and Marine Insurance Company: William H. Palmer, president; William H. McCarthy, secretary; S. McG. Fisher, assistant secretary. Paid-up capital, \$250,000; surplus, \$325,000.

Mutual Assurance Society of Virginia; Herbert A. Claicorne, president; F. D. Stegar, secretary; T. Bolling, Jr., assistant secretary; John Blair, collector. Assets, \$800,000.

Virginia State Insurance Company; N. V. Randolph, president; Robert E. Richardson, secretary; Charles K. Willis, assistant secretary; Lewis F. Mason and Joseph Gerring, solicitors. Capital, \$200,000; assets, \$290,000.

Life-Insurance Company of Virginia; G. A. Walker, president; James W. Pegram, secretary; Dr. H. C. Tabb, medical director.

State Flower of California.
San Francisco Caronicle.
The selection of the golden poppy the emblematical or State flower of Cafornia is a happy one. Its name, its cold and its wide prevalence all united to for recognition of its claims as the Californ wild flower.

GENERAL BUSINESS

Our Jobbing Trade Extending-Incre Banking Business-The Growth of the City, Etc.

The steady progress which has heretofore marked the growth of Richmond's trade maintained during the past twelve months notwithstanding the allurements which have attracted the attention and means of many of her citizens from the local investments and the channels of recular business. ments and the channels of regular business to more speculative fields. That the the failures so rare, and collections good in spite of the funds absorbed by outside ventures and the prolonged and severe stringency in financial centres, should be a matter of sincere congratulation, and would seem to indicate not only the firm footing of our home enterprises, but also the prosperous condition of the people and markets with which they have their principal dealings.

THE JOBBING TRADE.

The aggregate sales of the jobbing trade, which increased from \$27,405,000 in 1883 to \$29,400,000 in 1889, it is estimated, will reach in 1890 at least \$32,000,000, more than the average yearly increase since 1880, and the output of the manufacturing establishments, it is thought, will exhibit a similar if not greater gain over previous records. The number of new enterprises established during the period under consideration is not so large as it should be, but a good many have been started, including some of considerable magnitude, and many of those already in existence have made important additions to their facilities and capacity to meet a growing demand for their seed.

facilities and capacity to meet a growing demand for their goods. BANKING BUSINESS. The bank clearings, which for twelve nonths (estimating clearances for December, 1890, at same as December, 1889) show an increase of \$2.783,152.49, or a total of \$111,207,943.97, and the gross earnings of the railroads entering the city and the tonnage movement are also favorable indications of the year's business.

tions of the year's business,
our GROWHE.

The growth of the city and population are equally significant, about 939 houses having been erected in the corporate limits during the year, and the number of names in the last city directory (which names are usually multiplied by 3 1-10 in computing population) being 2,521 in excess of those in the previous directory. This condition of affairs, while encouraging, should not be regarded as entirely satisfactory, Richmond not having forged ahead as she should have done in view of the wonderful development taking place in the South and the unsurpassed advantages of her position.

HEALTHY DEVELOPMENT.

That the place has not been "boomed" to the extent of carsing a local speculation in lots detrimental to legitimate business, and of discounting the future for half a century to come in the current prices for land, is a subject for congratulation, as such movements are in the end calculated to retard immigration and healthy development. But on the other hand it may be said that there is a tide in the affairs of places, as well as of men, which, taken at the flood, leads on to fortune; and it must be manifest that the time has come, if ever, when a united and vigorous effort should be made by the municipal authorities, capitalists, owners of urban and suburban property, and citizens generally, to utilize fully all of our natural resources and advantages.

WHAT WE SHOULD DO.

WHAT WE SHOULD DO.

conventional interest. Again, it will not do, because Richmond is a full-fieded city and the largest in the Commonwealth, to be content with previous progress, or to imagine that a kind of momentum has been acquired or an attraction of gravitation created by its size, which will along into the content with previous progress, or to secretal by its size, which will along insure its development.

The authorities of Richmond, and also Manchester, Henrico, and Chesterick, might except from taxes; for a certain number of years or offer other concessions to inflatries of a new character. More of our capitalists, should give the subject of promoting and subscribing to new enterprises for which we are fitted intelligent and serious consideration. Land companies might, with profit to their investments, donate or sell at cost suitable sites for factories, systematically describing and adverse, it strings the same. Some such spirit, must now actuate the community if the present anticipations and hopes are to be realized in reference to the stock in land companies, building-fund companies, w.c. Some such measures are advisable and encessary, because other localities in the South, and because, in abandoning their attention to all suitable localities in the South, and because, in abandoning their attention to all suitable localities in the South, and because, in abandoning their former plants and fields of labor, such new comers feel compensated in amoner for the wrench sustained in the gravition and inspired with confidence in the move by getting free sites, local subscriptions, &c.

What officers have been subjected to great gratifying element connected with two profits of the present anticipations and hopes are to be realized in reference to the stock in an advantage of the present anticipations and hopes are to be realized in reference to the stock in an advantage of the present anticipations and hopes are to be realized in reference to the stock in an advantage of the present anticipations are advisable and econsent to t

ment company with \$2,500,000 capital values options, promote manufactories, etc., and in Virginia, Lynchburg, Norfolk, Staunton, and other established but smaller cities have certainly as communities evinced a degree of enterprise, public spirit, and cooperation that we would do all to winter the cooperation of the well to imitate.

spirit, and cooperation that we would do well to imitate.

OUB ADVANTAGES.

It is needless here to dwell upon our advantages; they must be apparent in their great importance to any careful student of it he situation. Manifestly it is better to be located like Richmond, so as to draw upon the most favorable terms raw material from nearly sil of the mines, quarries, torests, and farms of this and neighboring States, than to be in the immediate vicinity of any one of these sources of supply, however rich it may be, and it is more desirable for the large and varied industies which go to make up a manufacturing city to be in a position to distribute over different routes to all points than to be, as it were, the protege of any particular railroad. Our climate, population, water-power, transportation, and the numberless advantages of metropolitan development are most powerful factors already possessed in the problem of future and rapid development; but in respect to the happy-go-lucky style of the past and the lack of cooperation and public spirit in matters requiring concerted action, there must certainly be a radical change if we propose to enter the field and compete for our due share of wealth and prosperity.

THE CHAMBEE OF COMMECE.

The Chamber of Commerce, at its meetings and through its committees has endeavored to increase our facilities, extend our trade, develop and advertise our resources, and encourage new enterprises. The press has been equally zealous and liberal in advertising and advocating every measure for the good and advancement of the city. But such institutions can only arouse and direct sentiment, and at last the actual accomplishment of the ends in view depends upon the practisal sympathy, the cooperative spirit, and united setion of the individuals of the community.

These are such familiar truisms that their utterances has failed heretofore to excite any adequate response; but in the light of present events they are premises of such force that it is to be hoped their simple repetition is a sufficient argument to compel the conclusion on the part of all that a new era with the new year should dawn upon the history of Richmond's material development. THE CHAMBER OF COMMERCE.

Total receipts of grain for the year end-ed December 31, 1890.....

trade will suffer in sympathy with it. OUR WATERWAY TO THE SEA.

grain trade goes to other cities it follows

Deepening the James River. Deepening the James River.

The funds for the improvement of the James river are furnished partly by the United States Government and partly by the city of Richmond, Colonel William F. Craighill, corps of engineers United States army, having charge. Mr. C. P. E. Burgwyn is the assistant engineer in local charge of the Government work. Captain Thomas Cunningham, Sr., is the city's superintendent.

The aim of the United States engineers is to obtain a depth of twenty-two feet at

perintendent.

The sim of the United States engineers is to obtain a depth of twenty-two feet at low tide from Richmond to the sea. As the last Congress made no appropriation for improvements in rivers and harbors during the session ending March 1889, and as the appropriation for the current year was not made until late in September, the work done was executed with the money that had very wisely been saved from previous budgets.

The work in general consists in regulating the width of the river to certain amounts which theory has indicated and long experience confirmed as being necessary for the naintenance of channels when once obtained; in securing these channels by artificial means, such as dredging, blasting, etc., and in the natural deepening of the stream by the soour induced by the process of rectification.

To note the effect of the works of improvement and as a test of the endurance of the same the following observations were made and facts elicited: A stretch of the river at Ricelmond bar, about a half a will in least the way head to prome the proper.

Trust Company, organized in July, 1875.
Payments the second and fourth Tuesday in each month. Authorized capital. \$1,000,000. E. D. Starke, president; David Mitteldorfer, vice-president; William Lovent Virginia Building and Loan Company (perpetual), organized July 1, 1885. Meets second and fourth Tuesdays in the month. Hermann Schmidt, president; S. McG. Fisher, vice-president; Charles T. Loehr, secretary and treasurer.

Citizens Building Association, No. 6, organized December, 1886, meets every Wednesday in the month. Capital stock, 350 shares of \$100 each. T. M. Hiltzhimer, president; C. C. Thon, treasurer; Charles A. Schmidt, secretary.

WHAT WE SHOULD DO.

These should be carefully studied in every sheet; compared with those of rapidly such the river at Riebmond bar, about a half a mile in length, was brought to the proper with those of rapidly growing places, and after being thoroughly and intelligently ascertained by useful providing the compared with those of eighteen feet at high water. This charles in the company with those of eighteen feet at high water. This charles the river at Riebmond bar, about a half a mile in length, was brought to the proper with those of rapidly growing places, and after being with and the channel was dredged out to eighteen feet at high water. This charles the river at Riebmond bar, about a half a mile in length, was brought to the proper with those of rapidly growing places, and after being with and the channel was dredged out to eighteen feet at high water. This charles not water true value, forced upon the attention and recognition of the investing public by judicious, united, and a period of ten years was allowed to extensive activation of the river at Riebmond bar, with those of worth those of spidle and the channel was dredged out to every and transpillation of the river at Riebmond bar, with the channel had not be river. At the end of the river at Riebmond bar, with the channel was dredged out to every and transpillation of the river at Riebmond bar, with the channel

THE TELEPHONE EXCHANGE

The Growth of This Valuable and All-Les

During the year 1890 there was a net gain of seventy-five in the total number of subscribers' static ns. This attests the popularity and value of such an institution. The system now comprises something over a total of 375 stations and is rapidly approaching the maximum number of stations.

The system now comprises something over a total of 375 stations and is rapidly approaching the maximum number of stations to population exhibited by the most progressive and enterprising cities of the middle and western States.

No additions to either the central-office switch-board facilities or the corps of operators was found necessary during the past year, but such increase in facilities and force will undoubtedly be demanded during the coming year if the reasonable anticipations regarding the continued growth of the Exchange in usefulness, popularity, and size are verified.

During the past twelve months the work of applying the artificial ground system to the Exchange was completed throughout and the same system was also applied to the Petersburg Exchange, thus enabling the entire Exchange system of each city to be wholly disconnected from the earth and worked exclusively on compound metalline circuits, to the entirely exclusion of all interferences from leakage from the strong current systems and the consequent material improvement of the talking qualities of the telephones and lines.

The number of automatic tell-box stations for the exclusive use of non-subscribers has been materially increased, and others will be established in various quarters of the city until a complete system of toil-stations has been provided.

The use of the exchange system to fixed rental subscribers.